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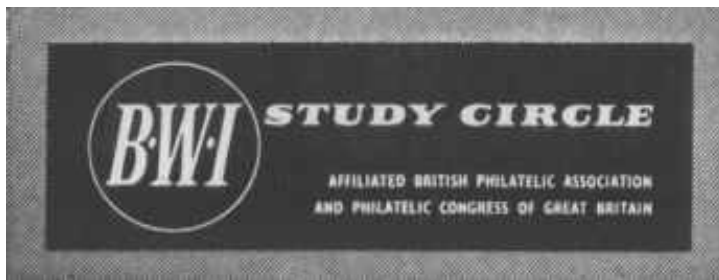
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These are due on **February 1st**, 1968 and prompt payment will be much appreciated. Both time and expense is saved in sending out reminders if payment is effected by Bankers' Order. Any member who has not already adopted this method can obtain the appropriate form upon application to the Hon. Secretary/Treasurer. **Overseas members who are accustomed to remit in currency are requested to kindly add 30c. to cover collection charges.**

AUTUMN MEETING

The Autumn Meeting was held in the Board Room of the British Philatelic Association, 446 Strand, London, W.C.2, on Saturday, September 30th at 3 p.m. and was attended by twenty-three members and two visitors. Mr. E. V. Toeg, Acting President, was in the chair and after welcoming Mr. J. L. Messenger invited him to give his display of GRENADA, details of which are as follows:

Three pre-adhesives were shown, the first being an example of the oval Grenada Ship Letter handstamp used in 1815, the other two being the straight-line and the demi-arc "CARRIACOU" types. These were followed by a selection of the stamps of Great Britain used in the island and included the 1d. in a strip of six and the 6d. and 1s. on cover.

The 1861-2 issue was preceded by die proofs and plate proofs and included mint and used examples of all three printings and a copy of the 6d. "cancelled" for presentation to the Hoh family.

The 6d. lake red was shown in a block of four with a single of the variety on laid paper. Neither the date or purpose of this presumably unissued stamp is too clear but it was probably a perforation trial.

The 1863-71 issue included a block of 28 of the 1d. green with used and unused examples of the various selections of the 6d. An example of the latter with double print and a number of covers including a 1d. on the St. Georges Chronicle were shown.

The subsequent issues of the 1d. and 6d. up to 1881 were all represented and outlined (inter alia) an example of the 1d. of 1873 imperf. between pair, a strip of four of the emergency printing of 1875, the 6d. of 1878 doubly printed and a range of the re-entry on the 1d. (No. 4 on sheet). Various covers showing postal rates to Great Britain, U.S.A. and France were also included.

AUTUMN MEETING (contd.)

The 1875 Die proofs were shown in both the first and second states with plate proofs and a selection of the one shilling and its errors.

The 1881 issues were supported by a number of blocks, imperforate varieties and a wide range of the errors where they occur. The three shades of the 2½d, of the broad-star part-delivery were shown in blocks.

An unadopted artists water-colour essay for the 1883 issue was shown with the 1883 set in tête-beche blocks.

A wide selection of the surcharged revenue stamps followed including blocks, errors and covers.

The 1887 "postage-revenue" 1d. was represented by two artists essays which are without doubt those referred to in, and submitted with, De la Rues' reply to the Colonial Secretary who had made enquiries for oval stamps. The essay marked "B" was in fact the design adopted.

Five artists essay for various values included in the unified issue of 1895-9 followed with completed and uncompleted die proofs of the Commemorative Issue of 1898 and a set of imperforate colour trials for this stamp.

The final section consisted of a range of the alphabetical village date stamps. These included examples of the 1861-2 issue used before the sub-offices were closed at the end of 1862 with a "G" on cover (the "G" is not recorded struck on a stamp of this period) and a selection of all the letters on the later issues after the offices were re-opened. These included the first type with the double ring and the single-ringed type which was introduced in 1885.

At the conclusion a vote of thanks was ably proposed by Mr. W. A. Townsend, a Vice-President, which was seconded by Mr. E. K. Thompson. The meeting closed at 5.30 p.m.

NOTES AND QUERIES

BRITISH WEST INDIES

94ths OF A TON

In 1820 G. H. Freeling, the Assistant Secretary to the Postmaster General, and son of Francis Freeling, was sent out to the West Indies to report on the Post Offices and the working of the Mail Services, and to suggest improvements where possible. His report, submitted on 11 Aug. 1820, proved to be a very comprehensive document, and among the many aspects of the

organisation dealt with are full details of the local Mail Boat Service, including even the tonnage of the vessels employed, e.g.

Schooner "Mackay" 67 9/94 tons

Schooner "Matthew King" 56 72/94 "

When the report on the Packets based on Falmouth was prepared on 3 Feb. 1823, the same fraction was used, e.g.

"Camden" 191 49/94 tons

"Duke of Kent" 187 89/94 "

"Marquess of Salisbury" 209 88/94 "

"Sandwich" 19391/94 "

This rather unusual fraction is often found in documents relating to shipping during the 18th and early part of the 19th century. Subsequent enquiries have established that it had its origin in an Act of 1694. Various approximate methods had been in use by Naval Surveyors for determining the tonnage of ships, most of which involved finding the product of the length, breadth and depth of the hold (measured in feet) and dividing by a suitable number. Prior to this Act, divisors of 90 (William Borough), 94, 97½ (Matthew Baker), and 100 had been variously used. The "100" was, of course, adopted purely as a matter of arithmetical convenience, but the other figures were probably used in the formula as a result of actually loading some existing vessels with "tuns" (one tun = 252 gallons = 40.32 cubic feet = about 2,240lb.) and, according to how these existing vessels were measured internally, the appropriate divisor was applied to give the tonnage. The figure "94" may, therefore, have been considered by the authorities in 1694 to be the divisor to give the most accurate tonnage for the ships of the day.

The matter was finally settled by an Act of Parliament, passed in 1694 (the first Act concerning tonnage measurement), and this laid down the following formula:-

$$\text{Tonnage} = \frac{L \times B \times D}{94}$$

where L = length of keel

B = breadth along the longest beam (inward measurement)

D = depth of hold
(all dimensions in feet).

In most cases the Surveyors gave their final results to the nearest ton, but in some cases, like those quoted above, the fractions of a ton were included in their reports.

L. E. Britnor.

BRITISH WEST INDIES (contd.)

Instructions and Sailing Orders given to the Admiralty Agents Sailing on the Packets of the Royal Mail Steam Packet Company

In a previous article (Bulletin No. 54, page 46), I reproduced the Instructions given to an early Packet boat captain sailing to the West Indies. Some seventy-five years after the issuance of these Instructions, the Admiralty discontinued their own mail packets from Falmouth to the West Indies and signed an Agreement with the Royal Mail Steam Packet Company in March, 1840, to provide the necessary service, both transatlantic and inter-island. In so doing, however, they retained the responsibility for the actual handling and custody of the Mails. To this end, a naval officer was attached to each contract vessel and the Company was required to provide both accommodation and provisions for such officers.

The pertinent paragraph referring to this matter, as it appears in the July, 1846 renewal of the original Agreement with the Company, reads as follows:

"That the said Company shall receive and allow to remain on board each of the said steam vessels so to be employed in the performance of this Contract an Officer in Her Majesty's Navy or any other person to be appointed by the said Commissioners to take charge of the said mails and also a servant of the said Officer or other person as aforesaid if required and that every such Officer or other person shall be recognised and considered by the said Company and their Officers Agents and seamen as the Agent of the said Commissioners in charge of the said mails and as having full authority in all cases to require a due and strict execution of this Contract on the part of the said Company their Officers servants and Agents and to determine every question whenever arising relative to proceeding to sea or putting into harbour or to the necessity of stopping to assist any vessel in distress or to save human life and that the decision of such Officer or other person as aforesaid shall in each and every of such cases be final and binding on the said Company unless the said Commissioners on appeal by the said Company shall think proper to decide otherwise. That a suitable first-rate cabin with appropriate bed bedding and furniture shall at the cost of the said Company be provided and appropriated by them for and to the exclusive use and for the sole accommodation of every such Naval Officer or other person authorised as aforesaid and also a proper and convenient place of deposit on board with secure lock and key for the mails and that each and every of the said Officers or other persons as aforesaid shall be victualled by the said Company as every other Officer to be conveyed under this Contract as a chief cabin passenger is to be victualled without any charge being made either for his

passage or victualling and that should all or any of such Officers or other persons require a servant such servant and also any person appointed to take charge of the mails on board the said sailing vessels shall be also provided with a proper and suitable berth and be duly victualled by and at the cost of the said Company without any charge being made for the same."

(P.R.O. Adm. 128/2, pp.425-7, as contained on Microfilm B-2347, Public Archives of Canada).

As a follow-up to this Agreement, the Senior Naval Officer at Falmouth issued both General Instructions and Sailing Orders to all Agents sailing on the contract vessels associated with the West Indian mails. These two documents reflect the concept of operations for this service and are reproduced below in their entirety.

General Instructions

By Alexander Ellice Esqr, Captain of Her Majesty's Ship *Astraea* and Superintendent of Her Majesty's Packet Service at Falmouth.

My Lords Commissioners of the Admiralty having been pleased to appoint you as Agent on board the Contract Steam Vessels belonging to the Royal Mail Steam Packet Company engaged to carry by Contract the Mails from Falmouth to the West Indies, Gulf of Mexico and North America, and that you are placed under my immediate control.

You are hereby directed to follow these Instructions, and such others as you may from time to time receive from me for the furtherance of the said Service. You will herewith receive a copy of the Contract (No. 1) under which this Service is to be performed, and your duties will be to receive, take the entire charge of and deliver the several Mails in the manner, and subject to the Regulations contained in a Scheme of Routes (No. 2) printed by order of my Lords Commissioners of the Admiralty, accompanied by a letter from their Secretary dated the 13th December 1841, which you are to receive with these orders, and you are most strictly to comply with the arrangement therein contained in connection with the terms of the Contract relating thereto (taking care to get receipts for all Mails delivered) and to see that every stipulation contained in the Contract be faithfully and punctually fulfilled on the part of the Contractors, their Servants and Agents.

In case of any failure herein you are to address a written remonstrance to the officer in command of the Steam Vessel, calling upon him to comply with the terms of the Contract without delay, and every such case of failure is to be reported to me for the information of their Lordships.

You are on no account to enter into any verbal altercation or discussion with the officers in Command of the Vessels, but their Lordships expect that you will on every occasion do all in your power consistently with your public duty,

BRITISH WEST INDIES (contd.)

to conciliate the Servants of the Company with whom you must necessarily come into contact, and to maintain with them a friendly feeling and good understanding. It is confidently expected that in all cases where a difference of opinion may exist you will exercise such discretion and temper as become your own Rank in Her Majesty's Service and will best promote the Public interest.

In order to maintain your respectability and authority as an officer in Her Majesty's Naval Service, you are always to wear your proper Uniform, whether on shore (at home or abroad) or on board the Vessel to which you are attached. In receiving the Mails on board here, in the time of leaving this Port, and in the delivery of the Mails on your return you are to be entirely governed by the instructions you may from time to time receive from me, but in the delivery and receipt of the Mails at the several Ports abroad, you are to be guided by the accompanying Memorandum (No. 3) dated the 13th December 1841.

The Abstracts of Journals of voyage which will be furnished you by the Agents of the Post Office here, and at the intercolonial Ports (upon application) are to be carefully filled up (the Columns of Arrivals and Sailings to state the time of day as well as the day) and delivered to the said Agents on the return from each voyage and a duplicate of this Abstract is to be invariably delivered to me, to be forwarded to the Secretary of the Admiralty, by the same conveyance as that to the General Post Office, with which you are to wait on me immediately after the delivery of the Mails.

It is further their Lordships most positive directions that you keep a Journal, in which the Arrivals and Sailings both of Her Majesty's Ships and Men of War of Foreign Nations are to be mentioned, at each Port the Packet may touch at, with every information respecting them, and all such occurrences as it may be necessary for their Lordships to be made acquainted with; this Journal to be delivered to me with all other papers when you land with the Mail, including receipts for all Mails delivered here. Should any part of this Contract appear to you to require explanation you are immediately to acquaint me therewith, in order to prevent any possibility of a mistake, or misunderstanding in the execution of it.

Sailing Order

By Alexander Ellice Esqr, Captain of Her Majesty's Ship *Astraea* and Superintendent of Her Majesty's Packet Service at Falmouth.

(dated about October 1842)

Having taken on board the Contract Steam Vessel the Mails for Madeira and the West Indies You are hereby directed to proceed with them (touching at Corunna) to Madeira and St. Thomas's, and on your arrival at the latter place you are to deliver the West India Mails to the Steamer there waiting to convey them to their respective destinations; which duty being performed you are still to continue as Admiralty Agent on board the..... and carry into execution the General orders you have already received, taking especial care that no time is lost by you in the receipt and delivery of the Mails, and within the times of the Contract. You are to transmit to me in charge of the Admiralty Agent employed in this Service, by the first homeward European Mails, at the conclusion of each voyage specified in either of the Tables of Schemes of Routes herewith enclosed with the Admiralty letter dated the 10th September 1842 for your guidance; a copy of the Abstract of voyage, and Lists of all Naval and Military Officers and Civilians in the Service of Her Majesty who have been passengers on board the Vessel to which you are attached; also copies of receipts for Mails delivered at the several Ports you have touched at.

You are to deliver and receive all the Mails yourself personally, and be most particular that you deliver all Bags and Despatches entrusted to your care at each Port for which they are addressed, in order to guard against the possibility of a mistake in the Bill or Bills of Lading you may have received with the Mails.

You are to make yourself particularly acquainted with what Bags and Despatches you may receive from any Port or Ports abroad, for any other Port or Ports you may touch at, that the same may be correctly delivered.

You are always to require a List or Bill of Lading from the Post Office Authority at each place of the Bags, Despatches or Parcels delivered to your charge and compare it with the said Bags. You are further directed on arriving at Ports abroad, having delivered the Mails, to wait upon the British Admiral or Naval Commanding Officer Afloat, when time will admit, and you have an opportunity so to do.

On your return to this Anchorage, you are to land the moment the Pratique officers will permit you, and having delivered the Mails immediately wait on me with the Abstract mentioned in your General Orders, your Journal, and separate List of all Naval and Military Officers and Civilians in the Service of Her Majesty who are Passengers on board, and receipts for Mails delivered here. You are to be most particular in inserting the movement of Her Majesty's Ships and Foreign Men of War in the Abstract as well as the Journal.

BRITISH WEST INDIES (contd.)

(P.R.O. Adm. 128/1, pp.493-7, as contained on Microfilm B-2347, Public Archives of Canada).

Similar orders were issued to the Admiralty Agents sailing on the contract vessels of the British and North American Royal Mail Steam Packet Company, both on the main transatlantic run and the branch services in North America, including that from Halifax to Bermuda. I have only a copy of the draft orders sent to the Senior Naval Officer at Halifax on 22nd June 1840 for him to use when issuing instructions to the Admiralty Agents on the North American branch services (P.R.O. Adm. 128/10, pp.433-4, as contained on Microfilm B-2353, Public Archives of Canada). This has almost the same phrasing as the Instructions quoted above, as I presume do all such documents.

J. C. Arnell

GRANADA

In response to the second query raised by Dr. Towers in Bulletin No. 51 p. 139 there is no doubt that the police acted as deputy Postmasters and carried mail. In at least one instance in Roseau (Dominica) they also delivered mail. One cannot generalise about the position in any island at any period since it can differ from village to village.

Peter Jaffe

BRITISH WEST INDIES

The following pages, continued from Bulletin No. 54, September, 1967, page 40, are reprinted from a book belonging to Mr. M. H. Ludington entitled GENERAL INSTRUCTIONS TO A POSTMASTER IN THE BRITISH WEST INDIES.

Further pages will be reprinted in future issues of the Bulletin.
Editor

Postage to a Colonial or Foreign Port direct.

35. - Letters conveyed by Private Ship to any Port (*Colonial or Foreign*) without passing through the United Kingdom, are liable to a postage of 4d. the half ounce, which must be paid in advance.

From a Foreign Country or British Colony direct.

36. - On Letters brought by a Private Ship direct from a *Foreign Country*, or, from a *British Colony* without the Postage having been prepaid in such Colony, a Rate of 4d. the half ounce is to be charged on delivery.

Amount of Postage to be entered in the Quarterly Accounts.

37. - The amount of Postage collected on Letters received and sent by Private Ships, is to be entered in the respective Quarterly Accounts, viz.:-

"Received" in No. 1, Inner Voucher, to Charge No. 4.

"Sent" in No. 2, Inner Voucher, to Charge No. 4.

Gratuity to Masters.

38. - In all cases a Gratuity of 2d. is to be paid to the Master of a Vessel for each Letter, and of 1d. for each Newspaper, *brought* to the Post Office, except for Letters and * *Newspapers from the United Kingdom*, for which the Gratuity will have been already paid.

A Gratuity of 2d. is likewise to be paid for each Letter, and of 1d, for each Newspaper sent direct *to a Foreign Port*.

No Gratuity is to be paid for Letters or Newspapers sent direct *to a British Colony* or *to the United Kingdom*, as such Gratuity will be paid in the Colony to which the Letters and Newspapers are forwarded, or in the United Kingdom.

Amount of Gratuities to be entered in the Quarterly Account.

39. - The Amount of Gratuities paid to the Commanders for the Conveyance of Letters and Newspapers is to be entered in the *Quarterly Account of Ship Letter Gratuities*. (Voucher D).

Cases of exemption from Ship Letter Postage.

40. - The Owners, Charterers, or Consignees of Vessels inward bound, and the Owners, Consignees, and Shippers of Goods on board Vessels inward bound, are entitled to receive their Letters by such Vessels free from Sea Postage, provided the Letters brought by any one Vessel to any one such Person shall not exceed *six ounces* in weight; and the Owner, Charterer, or Consignee *shall be described as such* on the address or superscription; and in the case of Owners, Consignees, or Shippers of Goods, it shall also appear by the Ship's manifest that they *have Goods on board the Vessel*: and such Persons are entitled to have their Letters, which come within the above conditions, before the Master of the Vessel delivers the other Letters in his charge to the Post Office.

* Note.- For Instruction as to the Rates on Newspapers conveyed by Private Ship, see Part 8 Page 21.

To be continued

LEEWARD ISLANDS

1897 SEXAGENARY STAMPS—FORGED OVERPRINTS

Continued from Bulletin No. 54, page 43

Forgery 5. (Fournier 2)



Monogram - upper line in cross bar of R extends in front of I.

Monogram - has break in top left of V.

Sexagenary - XA is joined at bottom; G is malformed; second A is thick with flat top.

1897 - I has short thick sloping serif; 8 has slightly curved top; 9 is closed; 7 has thin sloping serif.

Central flap of garter - has diagonal line across and blurred shading lines.

Note ornament below.

Left of flap of garter - has 8 shading lines and diagonal dotted lines across.

Right of flap of garter - has 6 shading lines and is solid at bottom; small and large solid dots.

Buckle - not clear, prong at top, 5 graduated shading lines at left.

Forgery 6.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - first E has long sloping serifs; AG is close at bottom; second A has flat top and curved cross bar.

Inner circle - has break below XA of Sexagenary.

1897 - I has very long sloping serif; 8 has thin flat top; 9 is closed; 7 has thick sloping serif.

Central flap of garter - has small circular white hole at top, oblong white patch in centre, 6 lines across. Note ornament below.

Left of flap of garter - has $8\frac{1}{2}$ shading lines broken by horizontal white lines at top.

Right of flap of garter - has solid dot and solid comma for holes and 8 tapering shading lines.

Buckle - oval shaped, 4 equal shading lines on left.

LEEWARD ISLANDS (contd.)

Forgery 7.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - EX is joined at bottom; both letters A have V shaped top serifs.

1897 - I has thick short sloping serif; 8 has small round top loop; 9 is narrow and open; 7 has thick horizontal top bar.

Central flap of garter - has diagonal line across and blurred shading lines.

Note pointed ornament below. Left of flap of garter - has 8 shading lines.

Right of flap of garter - has 9 short lines with diagonal lines below and a single large open dot.

Buckle - shaped like the figure eight and has 3 short lines to left.

Forgery 8.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - first E has long sloping serifs; AG and AR are joined at bottom; second A has large flat top serif.

1897 - I has long sloping serif; 8 is small with slightly rounded top; 9 is closed; 7 is narrow.

Central flap of garter - has one white hole with two white blurs below and 5½ shading lines.

Left of flap of garter - has 10 shading lines broken by curved lines. Right of flap of garter - has complete hole and irregular hole and 7 shading lines.

Buckle - has white prong with black tip and 6 tapering lines to left.

LEEWARD ISLANDS (contd.)

Forgery 9.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - X is narrow; AG is close at bottom: second A has sloping top serif.

1897 - I has short thick sloping serif; 8 has very small top loop; 9 is closed; 7 has bulbous vertical at bottom.

Central flap of garter - has 3 irregular white patches and 6 thick shading lines.

Left of flap of garter - has 9 very thick shading lines broken by sloping white lines.

Right of flap of garter - has solid hole and irregular hole with 6 and two $\frac{1}{2}$ shading lines.

Buckle - appears to have solid prong with nearly solid triangle to left.

Forgery 10.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - has clear letters; AG close or touch at bottom; second A has sloping top serif.

1897 - I has thick slightly curved serif; 8 has flat top; 9 is large and closed; 7 is of even thickness.

Central flap of garter - has 3 irregular holes and 6 shading lines across,

Left of flap of garter - has 10 shading lines broken by 2 curved white lines.

Right of flap of garter - has complete hole and half hole with 6½ shading lines.

Buckle - clear, white prong and 5 tapering lines to left.

LEEWARD ISLANDS (contd.)

Forgery 11.



Monogram - upper line in cross bar of R extends in front of I.

Sexagenary - RY touch at top; second A has thick right leg and upper serif.

1897 - I is very thick with short serif; 8 has small top loop; 9 is thick and closed; 7 is very thick.

Central flap of garter - has 2 irregular low holes and 6 lines across.

Left of flap of garter - shading is nearly solid.

Right of flap of garter - has large solid hole and half solid hole with blur for shading.

Buckle - nearly solid, thick solid shading to left.

Several of the illustrations of the forged overprints have had to be touched up in order to show up the overprints more clearly for the purpose of this article but the illustration of the genuine overprint has not been touched.

It should be noted that as a general rule in describing the variations of the differing overprints a definite order of describing has been adopted i.e. the monogram is first referred to, then the word SEXAGENARY, followed by the year 1897, next the central flap of the garter and left and right of the flap itself and finally the buckle.

As already mentioned, we do not consider that the above eleven forged overprints include every forgery that exists, in fact we consider that there must certainly be others. If members on checking their stamps of the 1897 Diamond Jubilee set think that they have found new forged overprints, we should like to examine them and to include them in a future Bulletin.

E. V. Toeg and H. G. Leslie Fletcher.

ST. LUCIA

I have a few modern stamps postmarked 'CHAUSEE' the earliest being dated 21st July, 1964. This place does not appear on the list of villages with Post Offices which I obtained from the Postmaster at Castries. Moreover, I am unable to locate this village on a map I have in my possession. Can any member help ?

G. C. Bartlett

MISCELLANEA

OPINIONS SERVICE

Facilities are available for opinions to be given on most stamps of the B.W.I. Group. A fee of 5/- (70c.) per stamp or 7/- (\$1) per cover is charged. Members wishing to avail themselves of this service should send the stamp(s) and/or cover(s) to the Hon. Secretary, enclosing the appropriate fee and an addressed envelope (stamped additionally for Registration or Recorded Delivery). Every endeavour will be made to return the item(s) within fourteen days.

BULLETINS

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NOTE:-Issues including articles on any specific colony will be gladly supplied on request.

MISCELLANEA (contd.)

AUCTION GLEANINGS

This feature is being revived in response to a number of requests from both home and overseas members. It is appreciated that most market reports appearing in the philatelic press are necessarily condensed. "Auction Gleanings," however, covering exclusively B.W.I. material will provide fuller descriptions for the benefit of those who do not have access to auction catalogues. In future issues it is intended to include items handled by all the auctioneers who advertise in our pages.

'Highlights' from the G. L. PILKINGTON Collection of GRENADA.
Sold by Stanley Gibbons Auctions Ltd., 28th September, 1967.

1861-62

	£
Die proof of 1d. in black on India paper, mounted on small card	52
Die proof of 6d. in black on card	76
1d. no wmk., rough perf. 14-16, marginal block of 8 (mid-green shade); small rust spot, but well centred, nearly full o.g. S.G.2.	40
6d. dull vermilion, perf. 11-12, block of 4; slight soiling, some blunt perfs., large part o.g. S.G.3a	145

1875

1/- dp. mauve, error "SHLLIING"; some blunt perfs. Portion of "D" (St. Andrews) rural date strike, R.P.S. cert. S.G.13a	33
1/- dp. mauve with " SHILLINS " and inverted "S" in "POSTAGE"; few blunt perfs., light canc. S.G.13c, var	68

1881

1d. green, small star (sideways), perf. 14¼, corner block of 4, superb colour; faint gum creasing, several irregular perfs., nearly full o.g. S.G.19	56
½d. dp. mauve, large star, perf. 14¼, marginal pane of 30 showing var. 'no hyphen' on stamp No. 5, Row 2, and "ST" of "POSTAGE" spaced on 1st stamp. Row 3; fine colour apart from few age stains, small thin, faint gum crease; nearly full o.g. S.G.21d, var.	34
2½d. rose-lake, vert. pair, one stamp error "PENCf" and an additional 'no stop' after "PENNY" var., well centred; perfs. touched at top, some blunt perfs., o.g. S.G.22c, d	41
2½d. rose-lake, var. Import., sheet margin block of 4, very fine colour, slight creasing ironed out, o.g. S.G.22a	56
29d. rose-lake, var. Imperf., sheet margin block of 8, inc. vars. "PENCf" and "PENGf"; fine colour, a few small faults, o.g. S.G.22a, ad. var	210

4d. blue, corner sheet margin block of 18 showing deckle edge; well centred, few small rustings, vert. crease, but nearly full o.g. S.G.23	£ 210
2½d. rose-lake, broad-pointed star, block of 4, one stamp var. no stop after "PENNY," very fine colour; few small faults, large part o.g. S.G.24a	98
2½d. claret, the rare shade; marginal block of 4, superb colour; small thin spot and insignificant crease in sheet margin, o.g. S.G.25	270
2½d. claret, error "PENCF," very fine colour, well centred; some perfs. clipped, o.g. S.G.25b	125
4d. blue, corner sheet margin block of 16, superb colour; several thin spots, o.g. S.G.26	400

1883 Revenue Stamps, overprinted for postage

1d. orange, with manuscript "postage" diagonal ovpt., some blunt or rough perfs.; with "A" (St. Johns) rural date strike MAR 2, 81 showing error in year plug which should have been 83, on local cover; backstamped with similar rural strike again showing error in year plug, this being confirmed by lower portion of ordinary MR. 02, 83 date strike; cover cancelled and delivered on same day. (The cover has some faults)	99
"POSTAGE" (S.G. Type 11) diagonally on half of 1d., unsevered pair, superb colour; a few blunt perfs., tiny gum graze, large part o.g., R.P.S. cert. S.G.28a	180
"POSTAGE" (Type 11) diag. on half of 1d., overprint inverted; few blunt perfs. Well tied by 1883 blue c.d.s. on small piece, R.P.S. cert. S.G.28b	80

1886 Revenue Stamps, overprinted for postage (S.G. Type 14)

1d. on l/-, large star, block of 30 inc. two stamps error wide space between "ONE" and "SHILLING," and one "SHILLINS"; few small rust spots and small gum creases, o.g. S.G.38c.var	84
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1887

De la Rue, Artist's composite proof of the 1d. the duty plate in lilac, country name and value tablets hand-painted in carmine, surrounded by small sunken frame and pasted on to large card; annotated at side with manuscript "B"	110
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Postal Stationery

1881, 1d. pale blue postcard, additionally franked with 1881, ½d. mauve, lge. star, perf. 14¼, addressed to Messrs. Whitfield King and Co., Ipswich, bearing message "Yours of the 27th June to hand, contents correct. Our stock of postcard value 1½d exhausted, will finish order as soon as possible," Signed by P.M.G. of Grenada. This item is important in that it explains the rarity of first postcards. (Auctioneer's note)	125
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AUCTION GLEANINGS (contd.)

1882, 1d. blue postcard, additionally franked with 1881, ½d. mauve; £
blue date strike (July 1882), to Darlington; blue transit strikes 60
Rose Titford.

BRITISH PHILATELIC EXHIBITION

held at

Seymour Hall, Marble Arch, London, W.I.

November 1st, 2nd, 3rd and 4th, 1967

Members of our Circle invited to display in the

Court of Honour

L. E. Britnor	K. J. A. O. Manning
Cecil Donne	John Marriott
S. Graham Hoey	John Messenger
Robson Lowe	Marcus Samuel
E. K. Thompson	

Competitive Exhibits

Members of our Circle who gained awards:

Silver Gilt - Robson Lowe

Silver L. E. Britnor

B. E. Johnson

F. J. N. Nabarro

P. T. Saunders

Bronze J. D. Todd

R. Ward

Bronze Silver - B.W.I.S.C. Bulletin

Certificate of Participation R. Ward

THE LIBRARY

The following additions have been made to the Library since the last Bulletin appeared (Sept., 1967):

GENERAL

Perkins Bacon Records. Extracted with a commentary by the late Percy de Worms. With a Foreword by Sir John Wilson, Bart., c.v.o. Edited with an Introduction by John Easton and Arnold Strange. Volumes I and II, 6¼in. x 9½ in., 867pp. Ills. c.b. Published by The Royal Philatelic Society, London, 1953. (Members may like to know that **Vol. I** includes Barbados, Grenada, St. Vincent, Turks Is., Trinidad, Bahamas, St. Lucia, Antigua - in that order. **Vol. II**, St. Kitts, Br. Honduras and Jamaica. Other references are included in this volume under specific headings: "Engraving Records," "Printing Records," "Perforating Records," "List of Stamps Invoiced," and "Invoices for Plant and Materials.") (These volumes will only be sent by **registered** parcel post).

Silver Jubilee Stamps of the Empire. A Souvenir Record. By Douglas Armstrong, 7in. x 9½in., 35pp. Ills. p.c. Stamp Collecting Handbook No. 43. Published by Stamp Collecting Ltd., London, 1936.

Rose Titford,
HON. LIBRARIAN.

HON. SECRETARY'S PARAGRAPH

Dear Member,

In recent years a phrase that has come into common usage is: 'You have made my day.' To me this was indeed apt when I saw the splendid attendance at our Autumn Meeting to be followed the next day by a letter from a new member wherein he wrote: "I am only sorry I did not hear of the existence of the Circle years ago." I visited the British Philatelic Exhibition on the opening day - November 1st - and although some 75 hours were spent in travelling it was really very worthwhile. Not only were the exhibits quite outstanding, but it was also a real joy to meet and chat with so many of my friends. Incidentally the opportunity had been taken to enter our Bulletin in the class for Philatelic Literature and I am most happy to advise you that it gained a Bronze Silver award. Knowing how much hard work is involved in its production I am sure our Hon. Editor will be greatly encouraged by the well merited recognition. I would like to remind 'home' members, in particular, that our Circle is giving a display to the London and Provincial Stamp Club on Thursday, 25th January, 1968, at the Y.M.C.A. Headquarters, Great Russell Street, Tottenham Court Road, London, W.C.1, at 6.45 p.m. I know that any of our members will be welcome and I hope some will be able to attend to support those who are giving the display. Since our last issue the following new members have been enrolled and on your behalf I extend to them a very warm welcome: G. W. Astridge (Wiltshire), G. C. Bartlett (Staffs.), Joseph T. Curtiss (U.S.A.), O. J. Dodwell (Surrey), Richard D. Higgins (U.S.A.), Ian R. Woodward (U.S.A.), R. G. Woodward (London), D. A. Wright (Trinidad, W.I.) and V. Zambrini (Italy). By the time you receive this issue the festive season will not be far away so I would like to conclude by wishing you a very happy Christmas and lots of 'finds' in the New Year.

P.T.S.

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